Sl. No. 143.

1950-52 **File No.** 313/48-V

B CLASS F.P.W. **DEPARTMENT** & **BRANCH**

Subject:— Travelling Allowance (orders regarding

(K 40)

BTK 1952

&

File No. 313/48-V

Ed. Scott. Slip. 21 A.

G.R., G.D., No. 2408, dated 22-6-22.]

Correspondence

DOCKET SHEET

Subject :—

File No. 313/48-F

P. W. DEPT.

8. BRANCH.

References :—

Date	To whom sent.	Notes and instructions.

Jeeps
Supply of-to
the Collectors in the Northern Division.

Government of Bombay.
Revenue Department.
Resolution No. 10228/39.
Bombay, 3rd November 1949.

Letter from the Commissioner-in-~~Council~~-Conference No. G.N.L., dated the 11th November 1949.

"We have considered in Conference the general question whether it is essential, or desirable, in the interests of the administration, for Collector and Commissioners to have jeeps for touring, and if so,

(1) whether any portion of their Permanent Travelling Allowance should be earmarked as being admissible only to those ~~Officers~~ Officers , who maintain jeeps at their own cost, or

(2) ~~Tax~~ whether any extra allowance should be given to such Officers over and above their present Permanent Travelling Allowance.

2. Taking into consideration the general state of communications in the three Divisions, we are of opinion that jeeps are essential for touring only in the Northern Division, where there are very few and very bad roads, and practically no roads at all in the State areas, which have recently merged in the different districts.

3. So far as the individual districts are concerned, we are of opinion that such jeeps are essential for touring in all the districts of the Northern Division except the Bombay Suburban Districts.

4. As regards the question of cost we feel it would be unreasonable to expect the Collectors to buy and maintain jeeps inaddition to the touring cars, which they normally possess for the use of themselves and their families at Headquarters and in the District. The Collectors are, moreover, Officers, liable to be transferred to other Districts and cannot, therefore be expected to buy a jeep at their own cost,.....

cost, merely because they happen to be posted in a particular District, which has no roads or very bad roads, The initial cost of these vehicles must, therefore, be necessarily borne by Government, as incidental to intensive and effective touring and good administration.

5. It would, however, be we feel be unreasonable to saddle Government with the maintenance of the vehicles. For this purpose, we are of opinion that Rs. 50/- may be ~~deducted~~ deducted from the Permanent Travelling Allowance at present allowed to the Collectors , towards the cost of the maintenance of the jeeps, the petrol and oil being inveriably supplied (at their own cost) by the Collectors themselves.

6. In view of what we have stated above, we do not think it necessary to consider further the question of granting the Collectors an extra allowance, on the analogy of the Horse allowance, over and above their Permanent Travelling Allowance.

7. Incidentally, we would note that the opinion recorded above does not affect the consideration of the allied question about the necessity of sanctioning an addition to the Collectors' Permanent Travelling allowance (by say about 20%) due to the enlargement of their charges, as a result of the merger of the States, which is a matter, which will have to be considered by Government separately."

Resolution- Government accepts the opinion of the Commissioners that jeeps are essential for touring in all the districts of the Northern Division except the Bombay Surburban District and is accordingly pleased to direct that the following 8 jeeps should be redistributed as shown below:-

Present Distribution		Re-Distribution	
District	No. of jeeps	No.	of jeeps
Ahmedabad	3	Ahmedabad	1
		Sabar Kantha	1
		Mehsana	1

S.J.D.
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Broach	3	Panchmahals	1
		Baroda	1
		Broach	1
Surat	1	Surat	1
Banas Kantha	1	Banas Kantna	1

The question regardingallotment of jeeps to remaining districts in the Northern Division will be considered when more jeeps are available

2. Government is pleased to direct that the Collectors to whom the jeeps have been allotted should bear the cost of petrol ,oil, driver and cleaner etc. and Rs. 50/- per mensem should be deducted from the Permanent Travelling Allowance admissible to them. All other expenses will be borne in by Government.

5. The Collectors of Ahmedabad and Broach should take immediate steps to transfer the additional jeeps to the Collectors to whom they have now been allotted, and report compliance to Government.

By order of the Governor of Bombay,

F.N. Rana,

Deputy Secretary to Government.

Government Resolution, No. 10228/39, Revenue Department, dated the 3rd November 1949.

To

The Commissioners of Divisions,

The All the Collectors (including the Collectors of Bombay),

The Accountant General (through the Finance Department),

The Home Department,

The Political and Services Department,

The Finance Department,.

No. of 1949.

Copy forwarded for information and guidance to :-

Id/-

4/11

S.J.D.

9/7/56

Copy of letter No. G-114 (corrected from G-43/1), dated 11th August 1950 from the Executive Engineer, Irrigation Projects Division (South), Dharwar, regarding T.A. Journals .

" I am submitting herewith my T.A. bill for July 1950 in duplicate for favour of passing and early return for encashment.

2. I have disposed of my motor car in June 1950 and since a then I am using the Government Rover for my journeys. I intend to purchase another fast conveyances by October next, and till then I shall be using the Rover. Government have sanctioned P.T.A. for my post with effect from 1-4-1950. But so long as I do not purchase a conveyance of my own, my monthly T.A. bill is not likely to exceed Rs. 150/- and therefore I feel that my drawing P.T.A. of Rs. 225/- p.m. would be disadvantageous to Government. Under the circumstances I wish to draw only the actual monthly T.A. until I purchase a motor car. This may please be approved and my T.A. bill for June 1950 amounting to Rs. 30/- and the T.A. bill now submitted, may please be passed and returned for encashment."

No. G-214. Office of the Superintending Engineer, Karnatak Irrigation Circle, Dharwar, 26th Aug. , 1950.

Copy forwarded with compliments to the Secretary to Government, Public Works Department, Bombay.

2. In accordance with the orders contained in Government P.W.D. N . 255/36-VIII, dated 28-6-1950, the Executive Engineer, Irrigation Projects Division (South), Dharwar, is entitled to P.T.A. with effect from 1-4-1950; but as the Executive Engineer does not possess a car of his own and is using a Government conveyance ~~for h~~ for his touring, it would be disadvantageous to Government to allow him to draw P.T.A. till the time he owns

time he owns one, in view of the fact that the amount of his monthly T.A. bill is not likely to exceed Rs. 150/- . Moreover, the Executive Engineer, Irrigation Projects Division (South), Dharwar, has mostly to deal with the investigations of Major Irrigation Projects involving boring work, surveys of Dam sites, soil classification in the canal zones, &c., which are located in out-of-the-way places and jungle areas having no pucca roads. It is found that for such journeys in the country side, he has to use a Land Rover or a Jeep.

3. It is, therefore, requested that the Executive Engineer's proposal to draw ~~otual~~ actual expenses only, instead of P.T.A. so long as he is using the Government Rover for his journeys on Government work, may kindly be approved.

Sd/- 25/8/

Superintending Engineer,
Karnatak Irrigation Circle.

Through: the Chief Engineer, Public Works Department,
Bombay, with compliments.

S.J.D.
9/7/56

313/48/7112

E.B.(I). F.W.D.

In G.R. No. 255/36-VIII, dt. 28.6.50, the Ex. Engr., Irrign. Projects Dn. (South), was granted with effect from 1-4-50 P.T.A. of Rs. 150/- p.m. plus tempy. increase as admissible under the general orders of Govt. The Ex. Engr. does not own a car at present and he ~~was~~ uses a Govt. conveyance for his ~~journeys~~ touring. The S.E.,Kar.I.C., proposes that the Ex.Engr. may be allowed to ~~grow~~ draw ordinary T.A. instead of the P.T.A. so long as he uses Govt. conveyance for his touring. The actual amount of ordinary T.A. is not expected to exceed Rs. 150/- p.m. The proposal seems advantageous to Govt. and may be approved after u.o.r. to the F.D.

Id/-
21.9.50

Thro: Con. Dr.

Id/-
21/9/50

Id/-
22/9/

Id/-
23/9

U.O.R. to the F.D. dt. the 27.9.50.

Finance Department
(C)

By ordinary t.a. the P.W.D. presumably connotes t.a. as on tour. It is also presumed that Govt. conveyance which is used by the executive Engr. is maintained by Govt. i.e. maintenance charges as distinguished from running expenses are borne by Govt. If so, it would not be correct to allow the Executive Engineer to draw t.a. as on tour and also to make use of a conveyance supplied by Govt. for, ti would clearly be against the ~~spirit~~ word, of the rules in B.C.S.R. It may be noted here that in the case of Collectors in the Northern Division whom jeeps have been supplied / by Govt. Rs. 50/- p.m. tempy. increase on the gound that Govt. bear the expdre. on the maintenance of jeeps. Vide G.R.,R.D. No. 10228/39, dated 3-11-49. In the light of this precedent there is no case for the P.W.D. proposal. The P.W.D. contention that to allow the Ex. Engr. to draw P.T.A. instead of ordinary t.a. at the rate of Rs. 150/- is disadvantageous to Govt. is not correct for, the Ex. Engr. cannot be said to be ~~X~~ eligible for P.T.A. at full rate when he is using the Govt. Conveyance. The P.W.D. may therefore be requested ~~this~~ to reconsider this case in the light of the proceedings underlying the G.R.R.D. referred to above and make a suitable proposal to this Deptt. ~~which~~ with due regard to the cost of maintenance of the Govt. conveyance used by Ex. Engr.

are deducted from their P.T.A. of Rs. 150/- + 50% tempy.

Id/-	Id/-
12/10/50	19/10
Id/-	~~Id/~~
14-10-50	U.O.R. to P.W. . dt. 19.10.50

S.J.D.

9/7/56

Below Government U.O.R. No. 313/48/87558/P.W.D. dated the 8th November 1950.

—o—

No.G-114 Office of the Superintending Engineer, Karnatak Irrigation Circle, Dharwar.

Returned with compliments.

2. The F.D. note dated 19-10-1950 and Govt. Resolution, R.D. No. 10228/39 dated 3-11-1949 apparently deal with the cases in which Government conveyance is exclusively allotted and placed at the disposal of the Collectors and do not cover the case referred to by this office. F.D. probably presumes that T.A. on tour will mean mileages also. This is not so. The actual expenses to be claimed will mean only Daily allowance or halting allowance when it is admissible Shir D.B.Kankanwadi Executive Engineer, Irrigation Projects Division (South) has not claimed any road mileage when he has travelled in Government vehicle nor any P.T.A. for that day. He has only claimed Daily Allowance on the days of halts outside his headquarters. The T.A. bill for July 1950 is enclosed herewith from which it will be seen that it is advantageous to Government to allow him ordinary T.A. Claimed by him than allowing him P.T.A. at Rs. 225/- per mensem.

3. In this connection it may also be pointed out that the cases of other officers in this Circle using Government jeeps are not covered by the F.D. note and the G.R. referred to above.

4. The jeeps in this Circle are not allotted for the use of any specific officer but they are maintained on works for use by the office s and / or subordinates also, whenever required in the interest of work. On the Ghataprabha Left Bank Canal, which is under construction, there are no pucca roads at all. The service roads are still under construction and numerous gaps at the cross-drainage works are yet to be completed. It is, therefore, hazardous and risky to go along certain parts of the canal alignment in an ordinary motor

motor car maintained by the officers. Similarly, in the Dharwar Irrigation Division and the Irrigation Projects Division (South) the works of Minor Irrigation tanks and the dam sites and the major irrigation projects to be investigated, are situated mostly in the countryside away from the pucca roads. Survey and investigations of some irrigation projects have to be made in deep forests and the survey parties find it extremely difficult ~~to~~ to go to site of surveys into the e deep forests where want of roads makes progress impossible. Surveyors working in such areas find life nearly unbearable not to speak of not getting any she~~l~~lter or food at times. It is impossible for them to cycle over what few forest roads exist and they have to walk long distances on foot with fear of wild animals. Only in such cases and when it is found necessary to go for surveys and inspection of works in the interior in out-of-the-way places and jungle areas, cart tracks and bad roads that the jeeps are made use of by the officers and the survey parties in this Circle.

5. From the above, it will be seen that the jeeps in this Circle are made use of by the officers as well as by the subordinates according to the necessity of work.

6 Although I agree with the views expressed in paras 4 and 5 of lett r from the Commissioners in conference printed in the preamble of the G.R. referred to above , I feel at the same time , that the officers and subordinates using Government vehicle for Government work should not be made to suffer loss in meeting the e expenses out of their pockets. The following example will ~~sha~~ show how an of icer in this Circle will be hit hard if Rs. 50/- are deducted from his P.T.A . and in addition , he is made to bear the cost of petrol, oil, driver and cleaner etc.:

A. Deputy Engineer at Ghtaprabha gets a P.T.A. of	Rs. 75-0-0
and 75 percent temporary increase	Rs. 56-4-0

A Deputy Engineer at Ghataprabha gets a P.T.A. of	Rs. 75-0-0
and 75 percent temporary increase	Rs. 56-4-0
	Rs. 131-4-0

with a normal touring of about 400 miles in a month--

P.T.A. to be deducted ...	Rs. 50/-
Driver (Rs.60+ 45) ...	Rs.105/-
Petrol for 400 mls. at 20 mls. per gallon at Rs. 2-8-0 per gallon	Rs. 50/-
Oil etc.	Rs. 10/-
	Rs. 215/-

It will, thus, be seen that the Deputy Engineer will have to spend Rs. 215/- against the P.T.A. of Rs. 131-4-0 he gets, and in addition, he will hage to b bear the expenses of his own car and a driver maintained by him.

7. In view of the peculiar circumstances in which the use of Government jeeps is made by the officers in this Circle, I would suggest therefore, that when a Government jeep is used by an officer on any day for Govt. work, his P.T.A. for that day should be deducted and in case of halt outside his headquarters, D.A. should be allowed to him. If the road journey on any particular day from his headquarters and back extends over 30 miles and ~~exers~~ a- covers a period of over 6 hours, he should be allowed half the D.A. It appears to me that this procedure would be fair both to Government and officers.

B

D.A.:-

1 T.A. bill

(to be returned pl.)

Sd/-19/12

S.D., K.I.C.

Sd/-

U. O.R. ~~No~~ No.G-114 dated 19th December 1950 to the Secretary to Government , Public Works Department, Bombay-1.

S.J.D.

9/7/56

Finance Department 'C'

Submitted u.o.r. to the office note dated 14.10.50.

On a perusal of the S.E.,K.I.C.'S u.o.r. dt. 19.12.50 it would be seen that while the land Rover presumably purchased by Govt. is used by the Executive Engineer, the jeeps are used by other Officers in the K.I.Circle. As for the use of the Rover by the Executive Engineer, it appears on a careful reading of para 2 of the S.E.'s u.o.r. referred to above, that the whole cost on the maintenance charges as well as on the running expenses of the Rover is borne by Govt. The Ex. Engr.'s case would then be governed by B.C.S.R. 585. He may therefore be allowed to draw t.a. as admissible under the said rule in lieu of F.T.A. attached to his post. F.D. may advise the P.W.D. accordingly

3. As for the use of Govt. jeeps by other officers it appears that while th cost on the maintenance charges is borne by Govt. the running expenses are borne by the officers and / or subordinates making use of the jeeps. This point is not specifically made clear by the S.E. The P.W.D. may therefore get it clarified before issue of orders. Assuming that the position is as at 'A' above the following remarks are offered:-

A

Please see B.C.S.R. 587 which lays down that in cases of the type under consideration a Govt. servant may be alloqed to draw taa. under the rules subject to the deductions of such fixed hire or charge as Govt. may fix. The S.E.'s suggestion at 'A' on p. 18 ante appear to be reasonable so far as the jeep is used by a single officer in receipt of P.T.A. F.D. may therefore agree to it. It appears however vide 'A' on p. 16 ante. that the might be some occasions when the jeep is used by

(i) more than one officer drawing P.T.A..

(ii).

(ii) one or more officer (s) drawing P.T.A. and subordinate Govt. servants who may not be in receipt of P.T.A. or

(iii) subordinate Govt. servants who may not be in receipt of P.T.A .

When the jeep is used by officers referred to at (i) above the running expenses are presumably shared equally by the officers, The P.W.D. may get this confirmed. Even it it is assumed to be incorrect , the fact remains that officers other than the one than the one who ~~be~~ bears the running expenses have not to incur any expre. on road journey. It would therefore be quite reasonable to suggest that P.T.A. of all such officers should be deducted and daily allce. for halts outside head-quarters should be given. The P.W.D. may consider this suggestion and also to make definite proposals when the jeeps are used by officers referred to at (ii) and (iii) above.

// 4. As for 'B' on p. 18 ante, it may be pointed out at the outset that the principle of half daily allce. is not accepted in the B-CS.R. The question whether it should be accepted was considered on more than one occasion in the past. The decision every time taken was against it. Besides there is no reason why a Govt. servant who performs a journey in a Govt vehicle should be distinguished from others who perform similar journeys in their own or hired conveyances in the matter of grant of daily allce, if it is inadmissible under the rules. F.D. may not therefore agree to it.

Id/- Id/-

13/3/51 14/3

U.O.R. to P.W.D. dt. 14.3.51

E.B.(I) 19/3

S.J.D.

9/7/56

313/48/23998

E. B. (I).

Submitted with ref. to the ~~on~~ o.n. dated the 9-2-51.

2. The F.D. has stated that as ~~it~~ in the case of the Ex. Engr., Irrign. Projects Dn. (South), Dharwar , The whole cost on the maintenance charges as well as on the running expenses of the Rover is borne by Govt. The Ex.Engr. should be allowed to draw t.a. as admissible under B.C.S.R. 585 in lieu of P.T.A. attached to his post the F. suggestion may perhaps be accpted the necy. *draft is put up for approval;

Issued
P.R.D.

3. On issue of the *draft the papers will be refd u.o. to th S.E., Karnatak Irrign . Circle. for remarks with ref. to para 3 of the F.D) note of the 14.3.51.

Id/-
13.4.51

Id/-
16/4/51

Id/-
30/4/51

Id/-
11/5/51

D.S.
C.E.
Secy.

U.O.R. to the S.E., Karnatak Irrign. Circle dated 12-5-51

S.J.D.
9/7/56

Letter.

No. 313/46-E. Public Works Department,
Bombay Castle (Bombay No.1),
2nd May 1951.

To

The Superintending Engineer,
Karnatak Irrigation Circle.

Subject:- Permanent Travelling Allowance to the Executive Engineer, Irrigation Projects Division (South), Dharwar.

Reference: Your No.G.114, dated the 19th December 1950.

2. The Executive Engineer, Irrigation Projects Division (South), Dharwar, should draw travelling allowance under Bombay Civil Services Rule 585 instead of permanent travelling allowance sanctioned to him in Government Resolution No. 255/36-VIII, dated the 28th June 1950, for the period during which he uses the Government Rover for his journeys on Government work.

3. The travelling allowance bill for July 1950 of Shri D.B.Kankanwadi, Executive Engineer, Irrigation Projects Division (South) Dharwar, received with your communication under reference , is returned herewith.

By order of the Governor of Bombay,
Sd/- 2/5/51
Deputy Secretary to the Government of Bombay,
Public Works Department.

D.A.-T.A.Bill.

Copy to -
the Finance Department
the Accountant General, Bombay (through the Finance Department),

For information.

S.J.D.
9.7.56

Below Government P.W.D. U.O.R. No. 313/48/23998 dated the 12th May 1951.

No. G-114 Karnatak Irrigation Circle, Dharwar.

Returned with compliments.

2. Para 2 of the F.D.Note dated the 14th March '51: The Rover and Jeep are used by Executive Engineers and other officers,as well.

3. Para 3 of the F.D. Note:- It may be stated that the whole cost on the maintenance charges as well as on the running expenses of the land Rover or the Jeep is borne by Government and not by the officers and /or subordinate Government servants making use of these conveyances. So, as suggested in para 7 of the U.O.R. of this office dated 19-12-1950 when the Government conveyances is used by more than one officers drawing P.T.A., the P. T.A. of all such officers should be deducted and D.A. allowed in cases of halts outside headquarters . The cases of Government servants who are not in receipt of P.T.A. would be governed by B.C.S.Rule 585.

4. Para 4 of the F.D's Note:- In this connection a reference is invited to G.R.F.D. No.904/33 dated 20-12-1950.

Sd/- 15/5

Superintending Engineer,K.I.C.

U .O.R. No. G-114 dated 26th May 1951 to the Chief Engineer, Public Works Department, Bombay.

313/48/~~ZIS~~ 46184 P.W.D.

E.Br.

Submitted with ref. to the o.n. dated the 13-4-51.

2. Pl. see the S.E.,K.I.C's u.o.r. at p. ante The F.D. may see tha papers u.o. with ref. to paras ~~papers u.o. with~~ 2,3,&4 of that Deptt. noting at PP. ante.

Id/-

18.6.51.

Id/-

19/6/51

U.O.R. to the F.D. dated 21-6-51.

Finance Department
Br. I.

Pl. see this Deptt. notes dated 19.10.51 and 14.3.51 on parers 8 and 28,29 resply. ante.

2, In view of the orders contained in G.L.P.W.D. No. 313/48-E dated 2.5.51 (p. 35 ante) paras2 of the S.E. K.I.C:s u.o.r. dated 26.5.51 over pagers need no consideration.

3. In the circumstances now explained by the S. E., K.I.C. in para 3 of his u.o.r. over page, this Deptt. may agree to the proposals at 'X' in the said para.

4. In view of the orders issued in G.R. ~~No~~ F.D. No. 904/33, dated 20.12.50 , the proposal at 'B' on p. 18 ante may be agreed to subject to the remark that the benefit of that proposal should be restricted only to the se. Govt. servants travelling in the Rover and the jeeps the entire expre of which is borne by Govt. & who are not in receipt of P.T.A.

Id/- Id/-

6.7.51 24.4.51.

U.O.R. to P.W.D. dt. 25/26-7-51.

EbBr. 313/48/65233

Submitted with ref. to the OnN. dated the 16-6-51.

2. In the view of the F.D. noting at p . ante. the draft put up may issue, if approved,

Id/- Id/- Tnro' F.B.

23.8.51 21.8.51

D.S. C.E. Id/-23/8/51 Id/- 29.8.51 Id/- 27/8/51 5.5.51.
Secy. 4.7.46

For further orders please
see G.L. No. 313/48-E, dated
the 13-6-52
on p, 79 part

No. 313/48-E. Letter. Public Works Department,
Bombay Castle (BombayNo.1),
28th August 1951.

To

The Superintending Engineer, Karnatak Irrigation Circle.

Subject:- Travelling Allowance.

.....

Reference: Correspondence ending with your unofficial reference No. G. 114, dated the 26th May 1951.

2. Government is pleased to direct that when a Government Conveyance is used on any day for Government work by one or more than one officer drawing Permanent Travelling Allowance the Permanent Travelling Allowance for that day of that officer or all such officers should be deducted and Daily allowance allowed in cases of halts outside headquarters.

3. The cases of Government servants who are not in receipt of Permanent Travelling Allowance should be governed by Bombay Civil Services Rule 585 . Those Government servants travelling in the Rover and the jeeps, the entire expenditure of which is borne by Government and who are not in receipt of Permanent Travelling Allowance, should be allowed half the Daily allowance if the road journey on any particular day from their headquarters and back extends over 30 miles and covers a period of over 6 hours.

By order of the Governor of Bombay,

Sd/- 29/8/51 O/C

(K.V. Joglekar)

Deputy Secretary to the Government of

Bombay, Public Works Department.

D.A.-Nil.

Copy to....

Copy to -

the Finance Department,

the Accountant General, Bombay (through the Finance Department),

the Superintending Engineers of other Circles,

the Chief Engineer, Bombay Electric Grid,

the Electrical Engineer to Government,

the Public Health Engineer to Government,

for information.

S.J.D.

9/7/56

Letter. No.E/Tm-3/ 30956

Electric Grid Offices,
Mercantile Bank Building,
3rd floor, Fort,
Bombay, 2-11-1951.

To

The Secretary to Government,

Public Works Department,

Bombay,

Subject:-Travelling Allowance.

According to the provisions of G.R. , F.D. NO. 904/33, dated 20-12-50, a Government servant provided with a means of conveyance without charges to him, is entitled to half daily allowance provided (1) his absence from headquarters exceeds six hours, but does not exceed a twelve hours, and (2) he reaches a point outside the radius of 5 miles from headquarters or beyond municipal limits whichever is further. Under orders issued in G.L.P.W.D. No. 313/48E dated 28-8-51 addressed to Superintending Engineer, Karnatak Irrigation Circle, and copy endorsed to me, it has been ruled that the road journey from headquarters and back should extend over 30 miles and should cover a period of over six hours to enable one to claim half daily allowance. The latter orders contained in G.L. P.W.D. referred to above appear to conflict with the orders in G.R. , F.D. No. 904/33 dated 20-12-50 as can be seen from the instance cited below:-

A Government servant not in receipt of Permanent Travelling Allowance travelling in a vehicle owned and operated by Government proceeding to a place 7 miles away from his headquarters and returning to headquarters on the same day after an absence of 7 hours would be entitled to half daily allowance according to G.R., F.D. No. 904/33, dated 20-12-50 while he would not be entitled to any daily allowance according to orders contained in G.L.P.W.D. No. 313/48-E dated 28-8-1951 due to the fact that the to and fro road journey extended to 14 miles only

I shall.....

I shall therefore be obliged if you will kindly clarify the orders mentioned above.

Sd/- 1/11/51

Chief Engineer.

S.J.D.

9/7/56

25

313/48/94504

E. Br. P.W.D.

The proposal made by the S.E.,K.I.C. , at 'B' in the concluding portion of his note dated the 19-12-50 for allowing half daily allce. was for the officer who are in receipts of P.T.A. and also who would use conveyances maintained and run at Govt. cost . The orders on this proposal issued in para 3 of G.L. No. 313/48-E, dated the 28-8-51. seem to conflict with those contained in G.R.F.D., No. 904/33, dated the 20-12-50. as pointed out by the C.E.,B.E.G., in his letter under disposal . Before, however, the matter is considered further the S.E., K.I.C., may see the papers u.o. for remarks.

Id/ - Id/-

12-11-51 12.11.51

D.S.

U.O. to the ~~S.E.~~ S.E, K.I.C.

U.O.R. to the S.E., Kar. Irrign. Circle, dated 14-11-51.

G-114 Office of the Supdtg. Engineer.
Karnatak Irrigation Circle, Dharwar.

Submitted with reference to Govt. (P.W.D.)
U.O.R. No. 313/48/94504 dt. 14-11-51.

2. The intention of proposing the limit of 30 miles in addition to the minimum period of absence of 6 hours, was to minimise the chances of taking undue advanrage of the concessions, e.g.-

A Government servant, not in receipt of P.T. A. travelling in a vehicle owned and operated by Government proceeding to a place only six miles away from his H.Q. and returning to H.Q. on the same day after an absence of more than six hours, would be entitled to half daily allowance according to G.R. F.D. dated 20-12-1950. In this case the distance to be covered being very small , there is more possibility of the Government servant returning to H.Q. for meals etc. without having to incur any extra expenditure on travelling . This would not achieves the object of allowing daily allowance which is obviously intended for compensating the extra expenditure required to be incurred in travelling. Of course, it is possible that the Government, servant may return to H.Q. within seven hours even after covering 30 miles, but as the journey itself takes about two hours, the possibilities of his returning to H.Q. without incurring any extra expenditure would be less.

3. As, however, the orders issued in G.L. P.W. D. No. 313/48-E dated 28-8-1951 are conflicting with those issued in G.R. ,F.D. No 904/33 dated 29-12-1950, there is no objection to modify so as to bring them in confirmity and on par with those in G.R.,F.D., dated 20th Decr. 1950.

Sd/- 12/12
Supdtg. Engineer, K.I.C.

U.O.R. dated 18th December 1951 to the Chief Engineer, P.W.D., Bombay-1.

S.J.D.
9/7/56

313/48/112040

E.Br. P.W.D.

Submitted with reference to the office note dated the 12-11-51.

2. The view expressed by the S.E.,K.I.C., in para 2 of his u.o.r. under disposal appears to be correct. As,however, the orders regd. half daily allce. contained in para2 of ~~M/L/~~ G.L. No. 313/48-E, dated the 28-8-51, conflict with ~~the~~ the general orders issued by the F.D. in its Resolution No. 904/33, dated the 29-12-50, they may be modified so as to being them in conformity with the general orders contained in the F.D. Reso; refd. to above. The F.D. may see the paper u.o. before the necy. draft is put up

Id/-
17-1-52

Id/-
17/1

D.S.(I & E)

~~M/M/D~~ for D.S.

u.o. to F.D. U.O.R. to the F.D. dated 19-1-52.

Finance Department 'X'

Pl. see·

(i) G R.F.D. No. 904/33,dt. 20-12-59;

(ii) GL.PWD.No.313/48-E dt. 28-8-51 at p. 43 ante. and the proceedings underlying it; and

(iii) para. 2 of the SE.K.I.C's u.o.r..dt. 18-12-1951.

2 On a perusal of the proceedings above it will be seen that the addl. limit of 30 miles was introduced after knowing fully well the provns. of GR. FD. aforesaid. It is therefore evident that the orders in the GL.PWD. have been issued in partial modification of the orders in the GR. FD. aforesaid though it is not made clear in the GL It would not be therefore be wholly correct to say that the orders in the GL. conflict with these in the GR FD. In the circumstances and those stated in para. 2 of the SE's u.o.r. dt. 18-12-51, this Deptt. may not agree with the PWD.

Id/-

22-2-52

Id/-

1.3.52

U.O.R. to P.W.D. dt. 14.3.52

S.J.D.

10/7/56

313/48/26222.

E.Br. P.W.D.

Submitted with refce. to this Deptt. u.o.r. dated the 19-1-52.

2. With refce. to para2 of the F.D.'s note dated the 1-3-52 it may be stated that the provisions of G.R.,F.D., No. 904/33, dated the 20-12-50, were
A not at all taken into consideration when orders were issued in G.L. No. 313/48-E, dated the 28-8-51. Moreover , it is not necy. to give differential treatment
B to the P.W.D. officers in the matter of grant of daily allowance . In the circumstances, F.D. may be requested u.o. to agree to this Deptt. proposal to modify the orders issued in para 3 of the G.L. No. 313/48-E. dated the 28-8-51, so as to bring them in conformity with the general orders issued in G.R. F.D., No. 904/33, dated the 20-12-50.

C Id/- Id/-
24/3/52 26.3.52
D.S.

U.O.R. to the F.D. dated 28-3-52.

S.J.D.
10/7/56

Fin. Deptt. (X)

Submitted with ref. to office note dt. 22-2-52. on p 52 ante

2. Though when the S.E.K.I.C. made his proposal at 'B' on p. 18 ante the orders in G.R.F.D. No. 904/33 dt. 20-12-50 were not issued, the P.W.D. statement at 'A' of its note overleaf cannot be said to be correct. However, there is must force in what the P.W.D. has said at 'B' overleaf. If appears therefore, that we should not object to the P.W.D. proposal at 'C' overleaf any langer.

Id/- 13/4/52

Id/- 19.4.52

Id/- 19.4.

U.S. (I)

U.O.R. to the P.W.D. dt. 22-4-52

S.J.D.
10/7/56

Copy of the letter No.G.114.da C.V. dated 25th Septr. 1951 from Superintending Engineer K.I.C. Dharwar to the A.G. Bombay.

.....

Sub:- Travelling allowance.

Reference Government letter, P.W.D. No. 313/48-E, dated the 28th August .1951

2. In accordance with the orders contained in para 2 of the letter under reference , officers drawing P.T.A. required to deduct P.T.A. for those days during a month on which a Govt. conveyance is used . But since the officers have to send their monthly salary bills to the Treasury three days in advance, a question has cropped up as to how the P. T.A. for these last few days should be deducted from the salary bills. It is therefore requested that necessary instructions may please be issued in the matter.

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No. GVBSE. / 287 Accountant General's Office,

Bombay, the 22nd April 52

To

The Secretary to the Government of Bombay,

P.W.D. Bombay

Sub: Travelling allowande.

Sir,

With referende to the Govt. of Bombay P.W.D. letter No. 313/48-E dated 28.-8-51 addressed to the Superintending Engineer K.I.C. copy endorsed to this office I am to forward herewith a copy of letter No. G. 114 of 25-9-51 received from the Superintending Engineer K.I.C. & to state that orders may please be issued on the points raised by the Superintending Engineer.

2. A reference is invited to B.C.S.R. 590A is introduced under F.D. Resolution No. 904/33 dated 20-12-50 . In para 3 of P.W.D. letter dated 28-8-51 the drawal of half the daily allowance has been made conditional to the road being in excess of 30 miles. No. such condition has been laid down in B.C.S.R. 590A It is therefore presumed that in the case of an officer of the P.W.D. the orders in para 3 of the P.W.D. letter will be applicable in modification of the rule quoted above and if so, it is requested that action may please be taken for issuing necessary amendments to the rule.

3. Under para 2 of the P.W.D. letter a P.T.A. Officer is allowed to draw daily allowance, when using Govt. conveyance for halfsoutside headquarters. In this connection ~~q are laid~~ a reference is invited to B.C.S.R. 442. & 443 in which certain conditions are laid down for the drawal of daily allowance in exchange of P.T.A. This office may please be informed whether the orders under referenc make an officer eligible to claim daily allowance as an exception to B.C.S.R. 442

S.J.D.

B.C.S.R. 442 & 443

Yours faithfully,

Sd/-

Asstt. Accounts Officer.

Bdm. 19.4.

313/48/38709/38714.

P. W. Deptt.
'E'

Submitted with reference to this Department U.O.R. dated the 28-3-52.

2. The Finance Department has agreed to this Department proposal to modify the orders issued in paragraph 3 of Government Letter No. 313/48-E, dated the 28-8-51, so as to bring them in conformity with the general orders issued in Government Resolution, Finance Department, No. 904/33, dated the 20-12-50 . This paragraph may, therefore, be modified.

3. Please see the Accountant General's letter No. GV. BSE/287, dated the 22-4-52, wherein he has raised certain points regarding the orders issued in Government Letter No. 313/48-E , dated the 28-8-51. The points raised by the Accountant General are discussed as under :-

4. (i) Paragraph 1 of the Accountant General's letter. When a Government seevant in receipt of P.T.A. travels for Government work in a Government Conveyance his P;T.A. is required to be deducted for those days in accordance with the orders issued in paragraph 2 of ~~th~~ Government Letter No. 313/48-E, dated the 28-8-51. The Superintending Engineer, Karnatak Irrigation Circle, has pointed out that a Government servant in receipt of P .T.A. may have occassion to travel in a ~~Governmehh~~ Government Conveyance during the last four or five days in the month. He has further stated that the salary bill is prepared and is sent to the Treasury three days in advance in which case it is not possible to deduct the P.T.A. from that particular month's salary bill. In such eases , the amount of P.T.A. may be deducted from the next months's salary bill. If this is approved, the A .G. may be informed accordingly. S.J.D.

informed accordingly.

(ii) Paragraph 2 ibid :- The orders in paragraph 3 of the Government letter are to be modified as agreed to by the Finance Department vide para 2 above.

(iii) Paragraph 3 ibid :- It may be stated that the orders in paragraph 2 of the ~~position~~ Government Letter No. 313/48-E, dated the 28-8-51. have ~~be~~ been issued in view of the position explained by the Superintending Engineer, Karnatak Irrigation Circle in paragraph 6 and 7 of his note dated the 19-12-50. The suggestion made by the S.E., at 'A' on p. 18 has been agreed to by the F.D. Orders have therefore been issued accordingly. The A.G. has invited reference to B.C.S.Rs. 442 and 443 and has inquired whether the orders issued in the above quoted G.L. allow the drawal of D.A. as an exception to B.C.S.Rs. 442 and 443 It may be stated that B.C.S.R. 442 refers to the circumstances under which a Government servant is allowed to draw addl. T.A. in addition to his P.T. A. B.C.S.R. 443 on the other hand pertains to cases when t.a. and d.a. as admissible under the rules can be drawn in exchange of P.T.A. when a Government servant in receipt of P.T. A. travels on duty with proper sanction beyond the sphere of his duty. However, the orders issued in paragraph 2 of the G.L. donot lay any limit to the number of mileages travelled bya a Government servant. These orders lay stress on the point that when a Govt. servant in receipt of P.T.A. travels for Government work on any day in a Government Conveyance, the entire expenditure of which is borne by Governmwnt, the P.T.A. for that day may be deducted and D.A. allowed for halts outside headquarters . These orders do not allow the drawal of D.A. as an exception to B.C.S.Rs. 442 and 443, they hare so to say additions to the existing rules.

The...

The A.G. may be informed in terms of 'A' above.

4. The Finance Department may see these papers U.O. before a reply is given to the A.G.

Id/-

3/5/52.

Id/ -

4.5.52

U.O.R. to the F.D. dated 6-5-52. D.A.

S.J.D.

10/7/56

Fin. Deptt. (X)

Seen and returned to the P.W.D. in agreement with the views expressed in that Deptt. note of 4-552.

Id/- Id/-

26-5-52 28.5.52

U.O.R. to the P.W.D. dt. 28-5-52

E
30-5

E:Br. P.W.D.

Submitted with refce. to this Deptt. u.o.r. dated the 6-5-52.

2.The F.D. having agreed, the draft ~~~ put up for approval may issue.

Id/-

10/6/52 Id/-

11.6.52

D.S.

S.J.D.

10/7/56

Letter.

No. 313/48-E. Public Works Department,
Bombay Castle (Bombay No. 1),
13th June 1952.

To

The Accountant General, Bombay (through
the Finance Department).

Subject:- Travelling allowance.
Reference:- Your letter No. G.V. BSE/287, dated 22nd -4-52.

2. In respect of the several points raised in your letter under reference regarding the orders issued in Government Letter No. 313/48-E, dated the 28th August 1951, I am directed to inform you as under:-

(i) When a Government servant in receipt of Permanent Travelling Allowance has occassions to travel in a Government conveyance during the last three or four days in the month and it is not possible to deduct the Permanent Travelling Allowance for those days in accordance with the orders in paragraph 2 of Government Letter No. 313/48-E, dated the 28th August 1951 on account of the fact that the salary bill is sent to the Treasury Three days in advance, the Permanent Travelling Allowance drawn during that particular month may be deducted from the next months salary bill.

(ii) In partial modification of the orders issued in paragraph 3 of Government Letter No. 313/48-E, dated the 28th August 1951, Government is pleased to direct that half the daily allowance should be granted to Government servants not in receipt of Permanent Travelling Allowance and using a conveyance the entire expenditure of which is borne by Government, in accordance with Bombay Civil Service Rule 590-A which is introduced by Government Resolution,

Finance..

Resolution, Finance Department . No.904/33, dated the 20th December 1950.

(iii) The orders in paragraph 2 of the Government Letter No. 313/48-E, dated the 28th August 1951, do not allow the drawal of Dai y allowance as an exception to Bombay Civil Services Rules 442 and 443. These orders are additions to the existing rules.

By order of the Governor of Bombay,

Sd/- 18.6.52 O/C

Deputy Secretary to the Government of Bombay, Public Works Department,.

D.A.-Nil.

Copy forwarded to -

the Finance Department,

all Superintending Engineers of Circles,

the Chief Engineer, Bombay Electric Grid (with reference to the correspondence ending with his letter No. E/TM-3/15722, dated the 29th May 1952),

the Electrical Engineer to Government,

the Public Health Engineer to Government

for information in continuation of Government Endorsement No. 313/48-E. dated the 28th August 1951.

S.J.D.
10/7/56

1/7/56